

THURSDAY, NOV. 25, 1886.

ARRIVALS.

November 24—
Bk Forest Queen from San Francisco
Bk Edward Kidder from Portland, Or.
en route for Hongkong

November 25—
Stmr W G Hall from Hawaii & Maui

VESSELS LEAVING TO-MORROW.
British bark Iron Crag for San Francisco
Schr Leahli from Hanalei

PASSENGERS.

From Hawaii and Maui, per W G Hall, November 25—L. D. Spencer, wife and child, Mrs. L. Hugo, T. K. Robert, J. Richardson, J. C. Gall, J. Cooper, Rev. A. Duncal and wife, and 64 deck.

CARGOES FROM ISLAND PORTS.

Stmr W G Hall—2,920 bags of sugar, 315 awa, 120 bags of coffee, 27 cattle, 73 hides, 12 hogs, 4 calves and 143 pkgs of sundries.

SHIPPING NOTES.

The steamer W G Hall sails on Saturday at 10 A. M. for Lahaina, Maunaloa, Kona and Kauai.
The W H Watson is discharging at the P. M. S. S. wharf.

The Iron Crag is loading sugar at the O. S. S. wharf. She will sail to-morrow. The Kikikat is discharging at the Esplanade.
The Theolaid is almost entirely discharged.

The Mary Winkelman is all out.
The Forest Queen is docked at Brewer's wharf.

VESSELS IN PORT.

Bk Forest Queen, Winding
Ger bark Pacific, Oltman
Brit bk W H Watson,
Brit bk Iron Crag, Jones
Brit bk E. J. Spencer, J. H. Gill
Britne Kikikat, Cutler
Britne G. C. Perkins, Ackerman
Britne Mary Winkelman, Backers

VESSELS EXPECTED.

Stmr General Seigel, from French Frigate Shoals, due Nov 20-30.
Ger bark Hydra, from Hongkong, due December 1-15.
German bark Hercules, Schaefer, sailed from Liverpool, October 9th, due February 20-28.
Am bkne Amelia, Wm Newhall, from Port Townsend, W. T., due November 18-26.
Am bark Forest Queen, J. C. M. Winding, from San Francisco, due November 20-28.
Haw bark Hazard, W. G. Goodman, from San Francisco, due at Hilo, Hawaii, November 24-30.
Haw bark Star of Devon, A. Lovell, from Fanning's Island, due December 8-14.
Haw schooner Malolo, J. B. Holland, from Mauihiki, via Fanning's Island, due December 13-31.
Am bark Edward Kidder, from Portland, Oregon, en route to Hongkong, due November 12-16.
American bark Saranae, from New York, sailed July 13th, due here Nov. 18-20, to Castle & Cooke.

Brit bark W H Watson, from Liverpool, sailed June 9th, due here October 20th-Nov 1st, to Schaefer & Co.
Am bk Martha Davis, F. M. Benson, sailed from Boston August 7th, due December 1-20, to Brewer & Co.
Brit bark Glenaber, Rolleston, from Liverpool, due here, Jan 15-31, to Davies & Co.
Brit bark Martha, Fisher, from Glasgow, sailed Sept 9, due here Jan 15-30, to Schaefer & Co.
Brit bark Lady Lampton, Marston, from the Colonies, due here in Feb., to Brewer & Co.
Am bkne S. N. Castle, Hubbard, from Port Blakely, due here Dec 15th, to Castle & Cooke.
Am bk J. H. Bowers, now due from Hongkong.

LOCAL & GENERAL NEWS.

The Custom House closed at noon to-day.

There has been rain in abundance at Kau, but none at Kona.

The athletic sports will take place to-morrow afternoon at Makiki.

PEOPLE on the steamer Hall's route are not generally observing the Jubilee.

QUEEN Victoria has sent congratulations to King Kalakaua, on the latter's fiftieth birthday.

A SQUAD of natives was busily engaged at the Opera House, yesterday, arranging canoes and scenery, for the Historical Tableau.

SEVERAL persons were arrested, last evening, by a recruit giving military points to an ex-captain of a military company.

J. KAKINA has been appointed an agent to take acknowledgments to labor contracts, for the district of Hanalei, Kauai.

MESSRS. Guy Wodehouse, E. P. Low, Hutchinson, and Thomas and John Lishman, go over the pali to-morrow afternoon for sport.

WING Wo Chan & Co., Nuuanu street, have just received, by the E. J. Spencer, direct from China, a lot of camphor wood trunks, covered on the outside with leather.

THE household furniture of Mr. W. W. Wright, will be sold at auction, at his residence, 172 Fort street, to-morrow morning, at 10 o'clock, by Messrs. E. P. Adams & Co.

YOUNG Hart, a lad of about 13 summers, is making rapid strides as a billiardist. He is now one of the best local players. He handles his cue in a professional style, and frequently makes runs of 30 and 40 points in three-ball games.

Mr. E. B. Thomas says he will get \$40,000, with the Press Publishing Co., building, for the construction of the McInerney buildings. Mr. Thomas further says that the stone house now occupied by the Press Publishing Co., is worth \$1,800, and that he will use that stone for the foundation of the new buildings.

THERE will be an electric light exhibition at the Hawaiian Hotel this evening.

Mr. Jas. R. Holt, Jr., is having the balconies of his house, on Nuuanu street, opposite the late Queen Emma's residence, pulled down, and is making ready to have a \$12,000 two-story brick house built close to the wooden structure, by Mr. Geo. Lucas.

CLOSED.

Thanksgiving Day was pretty generally observed throughout the day. The Pacific Hardware Co. and T. G. Thrum were closed all day. Castle & Cooke, Hollister & Co., Brewer & Co., E. O. Hall & Son, closed at about 10:30 o'clock, while Bishop & Co. and other houses closed at noon.

MASONIC BADGES.

Mr. Jas. Dodd has a magnificent collection of Knight Templar badges and cards, gathered by him during the conclave at St. Louis. Some of these badges are very unique and pretty. Some are hand made and elaborated with silk embroidery. Mr. J. Williams has the collection, and it has been suggested that he photograph all the badges in a cluster, and place the picture on exhibitions.

THEFT.

A sewing machine was recently stolen from the schoolroom of St. Andrew's Priory, and has not yet been recovered. Silver plate and other valuable property were abstracted from Mr. Hendry's residence, Kinau street, one evening this week. A trunk belonging to a lodger at the corner of King and Alakea streets, has been broken open, and about thirty dollars stolen. Thievery is becoming too common to be rare.

ARRIVAL OF THE FOREST QUEEN.

The bark Forest Queen, J. Winding master, arrived last evening, 19 days from San Francisco. She came into the harbor this afternoon. Among the things she brought are three horses for John Colburn, one horse for Captain McIntyre, five cow and one bull for Justice McCully, 399 hogs for Sol. Ephraim, 83,240 bricks for Thomas, 30,000 bricks for Lucas, and 30,000 redwood posts for Davies & Co. She brought five passengers, Messrs. A. L. Shaw, and P. Isenhoot, in the cabin, and three others in the steerage. The Forest Queen is consigned to Davies & Co., and is docked at Brewer's wharf.

HONOLULU RIFLES.

At the drill of the Honolulu Rifles, last evening, Mr. J. Simonson was appointed Quartermaster Sergeant, vice Mr. Langley resigned. Mr. J. H. Fisher was elected a member of the company by acclamation. It was resolved that the Rifles assemble at the armory to-morrow evening in full dress uniform, for inspection drill and to receive the final instructions for the competitive drill on Saturday. At 1 o'clock that day they are to meet at their armory, and at 2 o'clock join the other volunteer companies at the barracks.

OUR HANSARD.

Our reports of the legislative proceedings of the session of 1886 is now published in book form, consisting of 774 pages, including a comprehensive "table of contents," carefully prepared by a gentleman who has taken a deep interest in the work during its progress through the press. These reports are impartial and entirely free from any partisan bias. The book is on sale at Mr. Soper's (formerly Oat & Co.'s), Merchant street, Mr. T. G. Thrum's, Fort street, and the DAILY BULLETIN Office. The price is \$3.00.

EDITOR BULLETIN:—

The road question is uppermost again, as it generally is at this season of the year. In your editorial of this date, entitled "Fallacy Revealed," you call attention to the fact which everybody can see for himself, that our roads are in a wretched state. A few days of rain and they have utterly collapsed and are floating away in mud. You say "the fault seems to be in the want of proper drainage. Whether from want of knowledge of the proper mode of constructing roads, or from some other cause, the writer does not know."

There are two faults which mar most of the roads about Honolulu. The first is poor material, the second, faulty construction. However well-shaped and admirably compacted the stuff that is put into a road may be, if that stuff is not good solid material the road will be good for nothing in rainy weather. On the other hand, the material ever so good, even the best, if it is not put in the right shape, that is, if the construction is faulty the road will not stand bad weather.

As to material, the best obtainable in the vicinity of Honolulu is none too good. Broken rock is the proper material to be used in the construction of roads. It is a mistake to use large pieces in any part of a road bed, under ordinary circumstances, unless for some such purpose as to fill in a mudhole or something of that sort. One authority says that no piece of rock should enter into the formation of a road bed that has a greater diameter than the width of the tire of the wheel which is to travel over the

road. Suppose then the tire of the heavy wheels that are to pass over a given road shall be 2 1/2 inches, the stones that go into the formation of the road should not be of a larger size than 2 1/2 inches across. I believe this to be a good rule. It has not been followed in Honolulu. Let any one travel along Bercania street, from the corner of Fort street to the corner of Punchbowl street. If in a stiff springed buggy he will be jumped about in a lively manner. The reason is that in constructing this section the road supervisor first laid down a foundation of large stones, and then filled in and rounded off with broken stone and gravel. The broken stuff has either settled down through the cracks or has been pulverized into dust and mud, until now the big stones are left sticking out like the ribs of an ancient horse.

Again, as to the kind of rock to be used. The blue basalt is the best material for roads obtainable in the neighborhood of Honolulu. It was with this that Fort street, from the corner of Kukui down to the water, and the whole of Nuuanu, I think, was paved. These and sections of other streets paved with the same material, are the best roads we have to-day in Honolulu. In Nuuanu street and in Fort street this work was done about 1880 or perhaps 1881. The yellowish or yellowish brown crumbly rocks from the quarries about the flanks of Punchbowl is very little better than mud for use in the construction of roads. The weight of a heavy team is quite sufficient to crumble it into fine fragments. I have noticed after the roller has passed over a road composed of this material that many of the lumps are crushed into gravel and before many weeks or even days it has become further comminuted into fine dust, ready to be removed by wind or rain. Look at the condition of much of the road bed recently laid on King street, with such show of leveling and grading, that namely between Alakea and Punchbowl streets. Much of it is already worn into hollows and ridges. The trouble was in the material. This was mostly the good for nothing, crumbly Punchbowl stones. Wherever this stuff was put in the road either has already given way or shows signs of soon doing so. The principal fault to be found with the road making in and about Honolulu, is in the nature of the material put into the roads. I must protest against wasting the money paid for road taxes by spending it to cart the worthless rotten rock from Punchbowl. It is pure waste. But after all, important as roads are deemed to be to a community in a normal condition, it seems highly absurd to take any notice of the roads when there are other and more important things that so much more need correction. When a cancer is growing at the life of the patient who would make a fuss about a corn on the patient's little toe.

Yours,

Honolulu, Nov. 23, 1886.

NOT ON THE CHART.

A despatch from Victoria, B. C., gives additional particulars concerning the accident to the steamer Ancon in Glacier Bay, as follows: The Ancon struck on a sunken rock one mile off Port Gustavus, at the entrance to Glacier Bay, on September 18th, at 10 o'clock p. m., and was leaking. She was beached one and a half miles from Port Gustavus, in Bartlett Bay. The Captain sent a launch to Sitka, got the steamer Pinta and went in her to Juneau and got lumber and help there to make temporary repairs. The Idaho went to the wreck September 27th, and thence to Sitka, returning October 2nd, and taking the passengers from the Ancon while the repairs were being made. The Ancon got off and proceeded in company with the Pinta and Idaho to Juneau. Captain Carroll beached the Ancon near the sawmill on Douglas Island, to make further repairs, and anticipated being able to leave on his return about October 15th. The rock on which the steamer struck was entirely unknown. The weather had been bad during September and October.—[S. F. Bulletin.]

A PARISIAN NABOB.

When the Gaulois of Paris, the acknowledged chronicle of the world, the fashionable recorder of the day, and an influential organ of the Conservative party, was in a more than precarious financial situation, says a correspondent of the New York Sun, one of the Hebrew magnates who have since become its patrons came to the rescue—in his own way. M. Hirsch, already a wealthy, not yet a popular capitalist, addressed the Duc de la Rochefoucauld Biscaccia (known to be a political supporter of the paper) in the street. "It is regrettable," he said, "that so useful a newspaper, one able to do such good service to its cause, should perish for want of a certain sum of money that would set it on its feet again."

The Duke assented coldly. M. Hirsch resumed: "I am willing to advance that sum at once, if you, Monsieur le Duc, will assure me that by so doing I am agreeable to you."

The matter was settled, the money paid in, and immediately the financier issued invitations for a ball. The Duchesse de la Rochefoucauld Biscaccia, a true grand dame, was startled and surprised at the insolence which sent her one. But eventually she paid her husband's

debt of gratitude and appeared at the ball, bringing in her wake many ladies of equal and lesser rank. The millionaire had floated, not only the Gaulois, but himself.

Every one knows the palace of Aladdin he built for himself in the Quarter St. Honore. The staircase is actually broader and finer than the famous staircase of the Grand Opera. It leads to a chapel—strange adjunct to a Hebrew's mansion. The luxury and magnificence of this abode is fabulous. It is generally called the Grand Elysée, while the neighboring official residence of the President of the Republic is styled "the Little Elysée." When the edifice was entirely completed M. Hirsch inaugurated it with a ball on which he lavished all that wealth could procure.

Intoxicated with success he stood on the higher steps of his monumental staircase, and, watching the ascending crowd, composed of all that France owns of most noble and most illustrious, the capitalist turned to his son at his side, saying, audibly enough to be overheard: "Look at them all, my child; in twenty years they will be our valets or our sons-in-law."

The *mot* circulated in Paris, but at the millionaire's next feast there was not an absentee.—[S. F. Bulletin.]

TOO MUCH SPECIAL DELIVERY.

General A. D. Hazen, Third Assistant Postmaster-General, who has just been extending the special delivery service to small towns, tells a good story on himself. A night or so ago, when the frost struck here for the first time and killed the tobacco plants in the adjoining counties, General Hazen was awakened from his slumbers. It was 1:30 o'clock A. M., and the servants could not be aroused, so he had to raise the window and put his head out and inquire who was there. A messenger boy answered that he had a letter for him with a special delivery stamp on it. General Hazen had to get up and go down after the letter, and to his utter disgust he found it was from a little Postmaster who wanted \$20 worth of stamps immediately. But this was not his only trouble. Only a night or so ago as he was going to tea, he got a letter with a special delivery stamp on it, asking for 1,000,000 postal cards. A Senator called on him the other day to complain about the special delivery stamp, saying that he had been awakened at 2 o'clock in the morning by a Post office messenger with a letter. He opened it, and it was from an office seeker who asked him to hurry an appointment. The Senator said he "wanted the stamps stopped."—[Cor. Baltimore American.]

The first time little Sadie ate an oyster she opened her eyes in solemn astonishment, and inquired, "Mamma, was it gweased?"

A cat boat is always dangerous when it squalls.

BUSINESS ITEMS.

TURKEY and Cranberry Sauce, and Mince Pie, at the Club House, this evening, Lincoln Block, King St. 93

THE new supply of Books, Diaries, Stationery, Novels, Xmas Cards, Toys, and Fancy Goods received by T. G. Thrum per Zealandia, will make Staus Claus' Headquarters the attractive spot of the city for old and young, as usual. 89 1w

"SAMPLER" at McCarthy's

TELEPHONE for Ice Cream, Mutual Co. 333; Bell Co. 182. 85

DELICIOUS Fruit Ices and Sherbets at the ELITE. 73

\$5.00 ONLY is the price charged for Two Gallons of any flavored cream and always fresh made Steam Ice Cream, guaranteed to be absolutely pure or no pay at the Pioneer Steam Candy Factory, Bakery and Ice Cream Rooms. F. HORN.

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ICE CREAM of the Purest and Richest quality from one quart to any quantity upwards are delivered packed in ice, from 11 o'clock A. M. to 6 o'clock P. M., free of charge to any part in Honolulu and suburbs by the Pioneer Steam Candy Factory and Bakery.

CHRISTMAS and New Year Cards, all new and of the very latest designs, having been carefully selected by our Mr. T. J. King, who has just returned from the Coast. Call early at King Bros' Art Store. 80

CAKES! Fancy, plain and ornamental of every description always on hand at the ELITE, on Hotel St. 85

DID you ever? No, I never tasted better Ice Cream than at the ELITE! Their Ice Cream is really delicious, and such a nice cozy place they have! 85

PATRONIZE Home Industry by buying cigars of J. W. Hingley, Cigar Manufacturer, at the Crystal Soda Works, where he is prepared to fill all orders at the lowest possible wholesale prices. Island doctors solicited and promptly filled. The attention of dealers is respectfully invited to the fact "no license is required" to sell these cigars. Do not forget the name J. W. Hingley, nor the place Crystal Soda Works, Hotel street. 66 1y

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Handkerchiefs suitable

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Leaves Honolulu at 10 o'clock A. M. on TUESDAY, November 17th.

The steamer passes along the entire coast of the leeward side of Hawaii, affording tourists a panorama of charming scenery, and will stop at Kealahou Bay, where sufficient time is allowed to visit the Monument of Captain Cook.

Tourists by this route reach Punaluu at 5 o'clock on the day after leaving Honolulu, being only one night on the vessel, making the entire passage in smooth water. At Punaluu there is the

and from there tourists will be conveyed by railroad to Pahala, thence by stage coach to Halfway House, where horses and guides will be in attendance to convey them to the Volcano.

Tourists will have two nights and one whole day at the Volcano House.

Tickets for the round trip, \$50 which includes all expenses.

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